



Interoffice Memo
Office of Design Policy & Support

DATE: 10/15/2019

FILE: P.I.# 0015540
Crisp County / GDOT District 4 - Tifton
SR7/US41 @ Cedar Creek 1.5 miles South of Cordele - Bridge Replacement

FROM:  Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
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Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Van Mason, District Engineer
Tim Warren, District Preconstruction Engineer
Stacy Aultman, District Utilities Manager
Scott Mann, Project Manager
BOARD MEMBER - 2nd Congressional District



Limited Scope Project Concept Report

Project Type: Bridge Replacement Project ID: 0015540
GDOT District: 4 County: Crisp
Federal Route Number: US 41 State Route Number: 7

This project consists of a bridge replacement on SR 7/ US 41 in Crisp County over Cedar Creek. Project is located 1.5 miles South of Cordele, GA.

Concept Report resubmitted 09/26/2019

Submitted for approval:

Erick Fry Erick Fry, P.E. KCI Technologies *8/8/2019*
Date 8/9/19
Sean H. Pharr State Program Delivery Administrator *08.08.2019*
Date *08.08.2019*
GDOT Project Manager

Recommendation for approval: * *Recommendations on File/AT*

* *Eric Duff* *08/13/2019*
State Environmental Administrator Date
* *Chris Raymond* *08/27/2019*
State Traffic Engineer Date
* *Bill DuVall* *09/05/2019*
State Bridge Engineer Date
* *Tim Warren* *08/16/2019*
Assistant District Engineer Date

- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

R. Paul Jenner *8-14-19*
State Transportation Planning Administrator Date

Approval:

Concur: *Hilbert* *10/9/19*
GDOT Director of Engineering Date
Approve: *Margaret B. Pikel* *10/13/19*
GDOT Chief Engineer Date

Project Review Engineer * *Erik Rohde*/AT *10/05/2019*

for Utilities Engineer * *Stevonn Dilligard*/AT *08/20/2019*

County: Crisp

PROJECT LOCATION MAP



Location Map for PI 0015540, Crisp County, SR 7/US 41 @ CEDAR CREEK 1.5 MI S OF CORDELE
(NOT TO SCALE)

PLANNING & BACKGROUND DATA

Project Justification Statement (Prepared by the GDOT Bridge Office May 18, 2018): The bridge on State Route 7 (US 41) over Cedar Creek, Structure ID 081-0001-0 was built in 1928 and widened in 1955. The bridge consists of three spans of reinforced concrete beams on concrete caps with concrete columns on the original portion of the bridge and concrete encased steel piling on the widened portion. The design loading used was an H-15 truck, which is below current design standards. Overall, the bridge is in fair condition. The foundation elevations are unknown, classifying the bridge as scour critical. The deck is in satisfactory condition with light cracking in the widened portion of the deck as well as several spalls on the bottom of the deck with exposed rebar. The superstructure is in good condition with minor vertical cracking. The substructure is in fair condition with heavy section loss and scaling at bent three. Due to the age of the structure, not meeting current design standards, and being classified as scour critical, replacement of this bridge is recommended.

Existing conditions: The location of this project is along SR 7/US 41 just south of the city of Cordele (Crisp County). There is one existing bridge on this site which consists of two 12-foot lanes with 2-foot shoulders. The bridge also has three spans of reinforced concrete deck with an overall length of 90 feet. The existing roadway consists of two 12-foot lanes and 7-foot rural shoulders. There are no bicycle lanes along the project. Aerial telephones lines are about 100-feet east of the centerline and telephone conduit is attached along the east side of the bridge. There is an 8" Water and a natural gas line on the west side of the bridge.

County: Crisp

Other projects in the area:

T006587 – Overhead Project; FY2018 Shortline Bridge Rehab – HOG
 T006895 – Overhead Projects; FY 2019 HOG Rail Line Bridge Rehabilitation Project
 T006570 – FY 18 Rail Rehab-Heart of GA
 T006911 – Construction Work Program; HOG RR Rehabilitation from Preson to Vidalia (FY 17 CRISI)
 T006631 – Construction Work Program; Cordele – Airfield Drainage Rehabilitation Phase I
 T006692 – Overhead Projects; FY2018 HOGRR - Rail Rehab (DOT130)
 T006893 – Construction Work Program; FY 2019 HOG Bridge Rehabilitation Project
 0001560 – Construction Work Program; SR 300/US 19 Median Turn Lanes from CR29 to I-75
 T006762 – Construction Work Program; Cordele - Const Rwy 10/28 Safety Area Improvement
 422470 – US280/SR30 Widening from Crisp County Line to SR 300 Connector (TIA)

MPO: N/A - not in an MPO**TIP #:** N/A**Congressional District(s):** 2
Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T:13.0% (Single Unit trucks)
 Current Year (2019): 4,150 Open Year (2024): 4,350 Design Year (2044): 5,325
 Traffic Projections Performed by: KCI
 Date approved by the GDOT Office of Planning: 9/6/2019

AASHTO Functional Classification (Mainline): Principal Arterial**AASHTO Context Classification (Mainline):** Rural**AASHTO Project Type (Mainline):** Construction on existing roads**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**
 Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit
Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required? ☒No ☐Yes
 Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The proposed project, GDOT P.I. 0015540, located approximately 1.5 miles south of Cordele, GA in Crisp County, would replace the existing bridge at State Route (SR) 7/United States Highway (US) 41 over Cedar Creek. The proposed bridge would consist of two 12-foot lanes (one lane in each direction) with eight-foot paved shoulders on each side. The proposed bridge would be constructed East and just parallel to the existing bridge and the elevation is expected to be slightly higher than existing elevation to accommodate the sight distance on the side streets. The proposed roadway would have a similar typical section, consisting of two 12-foot lanes (one in each direction) with 10-foot rural shoulders, 4-foot paved and 6-foot unpaved. The skew angles at intersections at Joe Wright Drive and State Route 7 will be improved. The length of the project is approximately 0.45 mile.

County: Crisp

Major Structures:

Structure	Existing	Proposed
081-0001-0	Bridge Length: 90ft (3-30ft Spans) Deck Width: 34ft Approach Roadway Width: 24ft, 7ft shoulders on each side	Bridge Length: 150ft +/- TBD Deck Width: 43ft 3IN Approach Roadway Width: 2-12ft lanes, 2-10ft rural shoulders

Accelerated Bridge Construction (ABC) techniques anticipated: ☒ No ☐ Yes

Since a detour route will not be used and initial public outreach has the local government and EMS concerned it has been determined that leaving the existing bridge open during construction is the best option. Based on the existing bridge remaining open and not using a detour, staged construction ABC is not recommended for this project.

Is the project located on a NHS roadway? ☐ No ☒ Yes

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes *Network Type*

Mainline Design Features: SR 7/US 41 Rural Principal Arterial

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	12ft	11-12ft	12ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width	2ft	10ft (4ft Paved)	10ft (4ft Paved)
- Outside Shoulder Slope	6%	6%	6%
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius	No curve	1060	1500
Maximum Superelevation Rate	6%	6%	5.6%
Maximum Grade		4% (LEVEL)	1.1%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB-67		WB-67
Pavement Type	HMA		HMA

County: Crisp

Side Street Design Features: Joe Wright Drive

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	2		2
- Lane Width(s)	11ft	11-12ft	11ft
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width	0ft	4ft (2ft Paved)	4ft (2ft Paved)
- Outside Shoulder Slope	6%	6%	6%
- Auxiliary Lanes	N/A		N/A
- Bike Accommodations	N/A	N/A	N/A
Posted Speed	55 mph		55 mph
Design Speed	55 mph	55 mph	55 mph
Minimum Horizontal Curve Radius	620	643	340
Maximum Superelevation Rate	6%	6%	6%
Maximum Grade		4% (LEVEL)	4%(LEVEL)
Access Control	By Permit	By Permit	By Permit
Design Vehicle	WB-40		WB-40
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:

None anticipated

Design Variances to GDOT Standard Criteria anticipated:

None anticipated

Lighting required: ☒ No ☐ YesOff-site Detours Anticipated: ☒ No ☐ Undetermined ☐ YesIf yes: Roadway type to be closed: ☐ Local Road ☐ State RouteDetour Route selected: ☐ Local Road ☐ State RouteDistrict Concurrence w/Detour Route: ☐ No/Pending ☐ Received *Select a date*Transportation Management Plan [TMP] Required: ☐ No ☒ YesIf Yes: Project classified as: ☒ Non-SignificantTMP Components Anticipated: ☒ TTC**INTERCHANGES AND INTERSECTIONS**Interchanges/Major Intersections: [Eddie Road & Joe Wright Drive](#)Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes**UTILITY AND PROPERTY**

Railroad Involvement: N/A

Utility Involvements: Bellsouth – Telecom
Crisp County Power Commission – Electric
City of Cordele – Gas, Water

County: Crisp

Citizens Telephone – Telephone
 Southern Fiber– Telecom
 Uniti Fiber LLC – Fiber
 Mediacom LLC – Telecom

Note: Proposed utilities will not be allowed on the proposed bridge.

SUE Required: ☒ No ☐ Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 100 ft. Proposed width: 100-150 ft.

Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined

Easements anticipated: ☐ None ☐ Temporary ☒ Permanent * ☐ Utility ☐ Other

* Permanent easements will include the right to place utilities.

Anticipated total number of impacted parcels:	<u>5</u>
Businesses:	<u>0</u>
Displacements anticipated:	<u>0</u>
Residences:	<u>0</u>
Other:	<u>0</u>
Total Displacements:	<u>0</u>

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated? ☐ No ☐ Yes ☒ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Emergency services as well as the local government have expressed concerns that using a detour route to facilitate construction would cause adverse impacts to the Crisp County Public Works and Crisp County Fire/Rescue Station #1 located by Cedar Creek. SR7 is heavily used by trucks from SR300 and the Crisp County Landfill.

Local government officials have expressed concerns regarding the intersection of SR 7/US 41 and Joe Wright Drive. The skew of the intersection, as well as the flashing yellow light, is believed to be the cause of multiple accidents.

Context Sensitive Solutions Proposed: A detour route will not be used and the preferred alternative is to shift the existing alignment east and allow the existing bridge to remain open during construction.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: NEPA ~ CE

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

County: Crisp

- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: Regional Permit 34 anticipated. GAEPD Buffer Variance anticipated. NPDES GAR100002 anticipated. Supplemental specification 107.23G anticipated. An Individual Section 4(f) analysis may be required if adverse effects to NRHP-eligible historic resources cannot be avoided.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

This project is for a bridge replacement. No changes are proposed to the number of through lanes. Due to the project type being a bridge replacement, a CO hotspot analysis is not required.

NEPA/GEPA Comments & Information: A CE environmental document is anticipated for this project based on preliminary data regarding cultural, natural, and community resources present within the corridor and use of an on-site detour. Access to the Crisp County Public Works Department and Crisp County Fire/Rescue Station #1 is provided by Eddie Road just south of the bridge, and both facilities are located approximately 950 feet to the south. Initial stakeholder outreach indicated major concerns related to a potential road closure. Desktop research indicates that access to additional municipal facilities such as the Crisp County Youth Development Center, Crisp County Sheriff's Office, Crisp County Jail, a Georgia State Patrol center, and the Crisp County landfill as well as local businesses should be considered when determining if an off-site detour would be required. Additionally, as the corridor is a US and State Route, it is subject to heavy truck traffic to and from Cordele and SR 300/SR 41 and is a designated bus route for approximately 15 buses that cross the bridge at least 30 times per day. Initial research indicates that the economy is largely supported by agricultural production that utilizes this corridor during harvest times (from spring to fall) that could be affected due to a road closure. There are known Environmental Justice (EJ) populations within the area of potential effect (APE). Further review of businesses, community resources, and EJ populations would be required if an off-site detour is implemented. A Regional Permit 34 and a GAEPD Stream Buffer Variance are anticipated due to impacts to four (4) wetlands and one (1) stream. Coordination for determinations of eligibility on the seven (7) cultural resources (one (1) archaeology and six (6) history) with the State Historic Preservation Officer (SHPO) is required. If determined to be National Register of Historic Places (NRHP)-eligible, the project must avoid and minimize impacts to these resources, if possible. An Individual Section 4(f) analysis may be required if adverse effects to NRHP-eligible historic resources cannot be avoided. Further coordination with design will need to take place before finalizing environmental recommendations and commitments.

Ecology: An Ecology Resources Survey Report (ERSR), an Aquatic Protected Species Survey Report (PSSR), and Ecological Assessment of Effects Report (EAOER) are required for this project. A total of four (4) wetlands and one (1) perennial stream (Cedar Creek) were identified within the environmental survey boundary. A Regional Permit 34 is anticipated. A GAEPD Stream Buffer Variance is anticipated for non-exempt buffer impacts. No habitat for listed species was observed during the initial fieldwork. Numerous migratory birds were observed under SR 7 over Cedar Creek bridge, so Supplemental specification 107.23G is anticipated.

History: Per the Georgia Historic Bridge Survey form, the bridge proposed for replacement (serial ID 081-0001-0) was constructed in 1928, was altered in 1955, and is considered not eligible for inclusion in the NRHP. Preliminary research and fieldwork indicate that the portion of US 41 that is within the APE is part of the Dixie Highway. Additionally, there are approximately four (4) individual resources and one (1) historic district that are located within

County: Crisp

the APE. These historic-age resources will be evaluated for eligibility for the NRHP in a Historic Resource Survey Report. If any are determined to be NRHP-eligible, an Assessment of Effects (AOE) report would be required.

Archaeology: Initial archaeology fieldwork resulted in the identification of one (1) isolated find that will be evaluated for NRHP eligibility in an Archaeology Short Report.

Public Involvement: Construction is proposed to take place while maintaining current traffic conditions; therefore, no off-site detour meetings are anticipated. A Public Information Open House (PIOH) and stakeholder outreach plan is not anticipated for this project.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☐ No ☒ Yes

Project Meetings: Concept Team Meeting: July 1, 2019 (Minutes in Attachments)

Other coordination to date: N/A

Project Activity	Party Responsible for Performing Task(s)
Concept Development	KCI Technologies
Design	KCI Technologies
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT District
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	GDOT/KCI Technologies/HNTB
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT District

County: Crisp

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Programmed Cost:	\$600,000		\$250,000	\$50,000	\$1,900,000.00	\$2,800,000.00
Funded By:	GDOT	GDOT	GDOT	GDOT	GDOT	
Estimated Amount:	\$600,000	\$50,006	\$130,000	\$0	\$2,445,184.32	\$3,225,190.32
Date of Estimate:	Authorized	7/18/19	7/26/19	6/27/19	9/20/19	
Cost Difference:	\$0		-\$120,000	-\$50,000	\$545,184.32	\$425,190.32

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Preferred Alternative: Construct proposed bridge to the East and parallel of the existing SR 7/ US 41 alignment.

Estimated Property Impacts:	5	Estimated Total Cost:	\$3,225,190.32
Estimated ROW Cost:	\$130,000	Estimated CST Time:	24 months

Rationale: This alternative is preferred based on the local responses received through the early coordination efforts. Coordination of the proposed detour route (8.10 miles in length) with Crisp County representatives yielded the following:

Crisp County Public Works expressed major concerns with the Public Works and Crisp County Fire/Rescue Station #1 being located +/- 100 yards from the bridge. The Crisp County Landfill is located on SR7/US41, so most of the heavy truck traffic from Cordele to Landfill must cross the bridge. Trucks from SR 300/US41 to the City of Cordele use this route. The bridge is on a major school route as well. Any detour from this location would be along county roads and thru residential areas and/or school zones that are not designed for this kind of traffic. Crisp County is a rural/farming community that uses this route especially during harvest time from Spring to Fall. During the early coordination efforts, Crisp County Public Works also recommended the new structure being constructed to the East of the existing structure due to the proximity of the intersection of Joe Wright Drive.

Crisp County Education System expressed major concerns for the 15 buses/30 trips over the bridge. Rerouting the bus routes would increase the time to the routes. EMA response resulted in a high impact due to this being a high volume call area. Crisp County Fire Rescue noted there was moderate day-to-day traffic along the proposed roadway due to this being a main route for the citizens in the area. Elevated traffic levels from school traffic during August through May as well as elevated traffic from June to July for the transport of crops to the Farmers Market. Joe Wright Drive is a major route of travel for bypassing the City of Cordele. The utilities on the West side of the bridge (8" Water and a natural gas line) are of concern.

Because of the traffic volume on the existing route, local government responses, and utility conflicts to the west construction of the new bridge to the east is recommended. Improvements to the intersection skew angle at Joe Wright Drive are recommended with this alternative for crash reduction improvements. While the new bridge is being constructed, the existing bridge can remain operational.

County: Crisp

No-Build Alternative: The existing bridge will not be replaced			
Estimated Property Impacts:	0	Estimated Total Cost:	0
Estimated ROW Cost:	0	Estimated CST Time:	None
Rationale: Due to the age of the structure not meeting current design standards, and scour being critical, this alternative was not considered as it does not meet the project justification statement.			

Alternative 1: Construct new bridge on existing alignment using an off-site detour route			
Estimated Property Impacts:	4	Estimated Total Cost:	\$2,289,175.98
Estimated ROW Cost:	\$48,423	Estimated CST Time:	12 months
Rationale: This alternative would detour traffic approximately 8.10 miles along SR7/US41, SR 300, I-75, and SR30/US280. Although this alternative is more cost effective and can be constructed in less time, it was not selected because of the local responses received during the early coordination efforts. The additional 8.10 miles was expressed to have an adverse impacts to the Crisp County Public Works and Crisp County Fire/Rescue Station #1 located by Cedar Creek.			

Alternative 2: Bridge construction to the West of the existing bridge			
Estimated Property Impacts:	4	Estimated Total Cost:	\$3,500,765.76
Estimated ROW Cost:	\$179,391	Estimated CST Time:	24 months
Rationale: Although this alternative would not detour traffic along SR7/US41, it would have more environmental impacts, more impacts to utilities on the west side of the existing bridge, as well as a raised construction cost. During early coordination efforts, this was not preferred by local responses therefore this alternative is not considered.			

Alternative 3: Construct a temporary on-site detour bridge to allow vehicles to pass through the construction zone while constructing the proposed bridge on existing alignment			
Estimated Property Impacts:	5	Estimated Total Cost:	\$4,020,580.89
Estimated ROW Cost:	\$130,000	Estimated CST Time:	18 months
Rationale: This alternative is exactly the same as the preferred alternative but more expensive with the cost of the temporary bridge. The benefit over the preferred alternative is a lower estimated construction time. This alternative would require additional construction cost that would be necessary in order to construct a temporary on-site detour bridge amounting to approximately \$800,000. A temporary on-site detour bridge would also cause similar environmental impacts to the surrounding area as the preferred alternative.			

Additional Comments/ Information:

County: Crisp

LIST OF ATTACHMENTS/SUPPORTING DATA

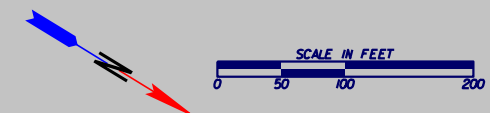
1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment
 - c. Right-of- Way
 - d. Environmental Mitigation
 - e. Utilities
4. Concept Utility Report
5. Approved Traffic Memorandum
6. ICE Waiver Request (Pending GDOT response – requested by GDOT PM 9/20/19)
7. S I & A Report
8. Meeting Minutes
9. Detour Map (State Route Only)

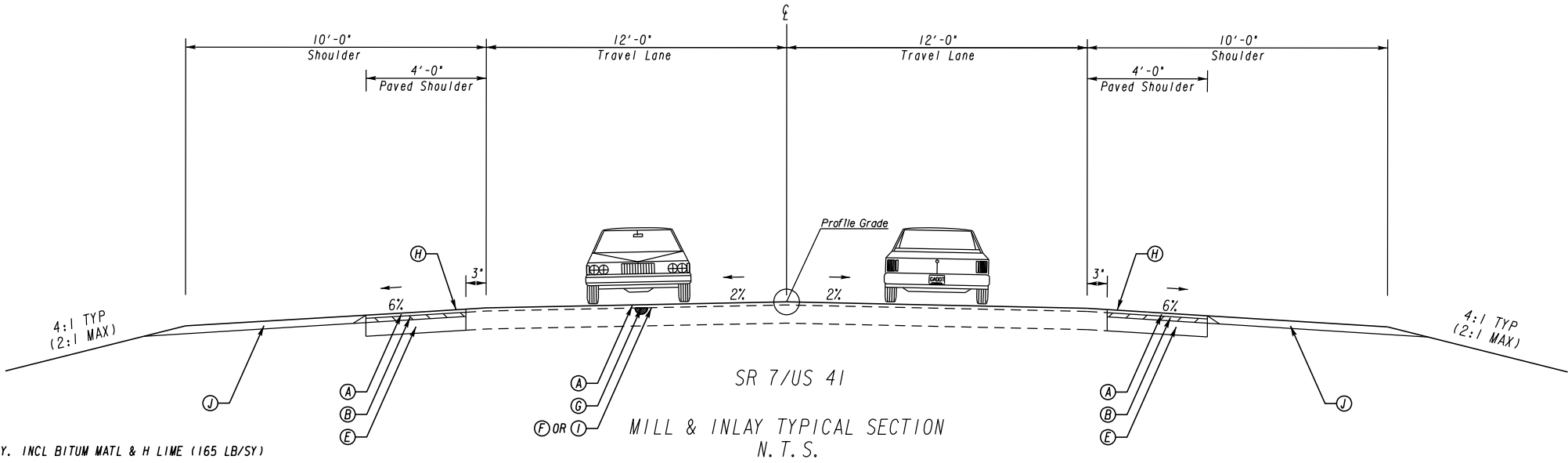
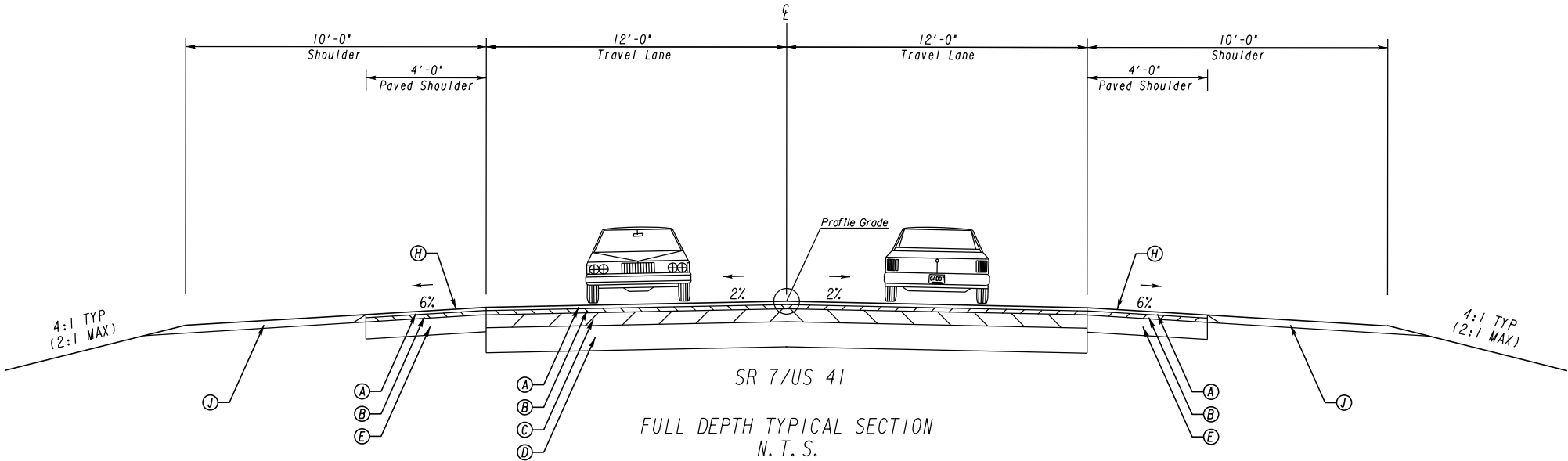
Preferred Alternative Concept Layout SR7/US41 @ Cedar Creek

PI 0015540
Crisp County
September 20, 2019

LEGEND

- EXIST R/W
- ROADWAY CENTERLINE
- EDGE OF PAVEMENT
- SHOULDER
- BRIDGE
- ESB BOUNDARY
- PROPOSED R/W





- A RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY. INCL BITUM MATL & H LIME (165 LB/SY)
- B RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (220 LB/SY)
- C RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (440 LB/SY)
- D GRADED AGGREGATE BASE CRS, 12". INCL MATL
- E GRADED AGGREGATE BASE CRS, 6". INCL MATL
- F RECYCLED ASPH CONC. LEVELING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- G RECYCLED ASPH CONC. PATCHING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- H INDENTION SHOULDER RUMBLE STRIP - GROUND-IN-PLACE (SKIP)
- I MILL ASPH CONC. PVT, VARIABLE DEPTH
- J PAVEMENT EDGE TREATMENT

GD&T

PROGRAM DELIVERY

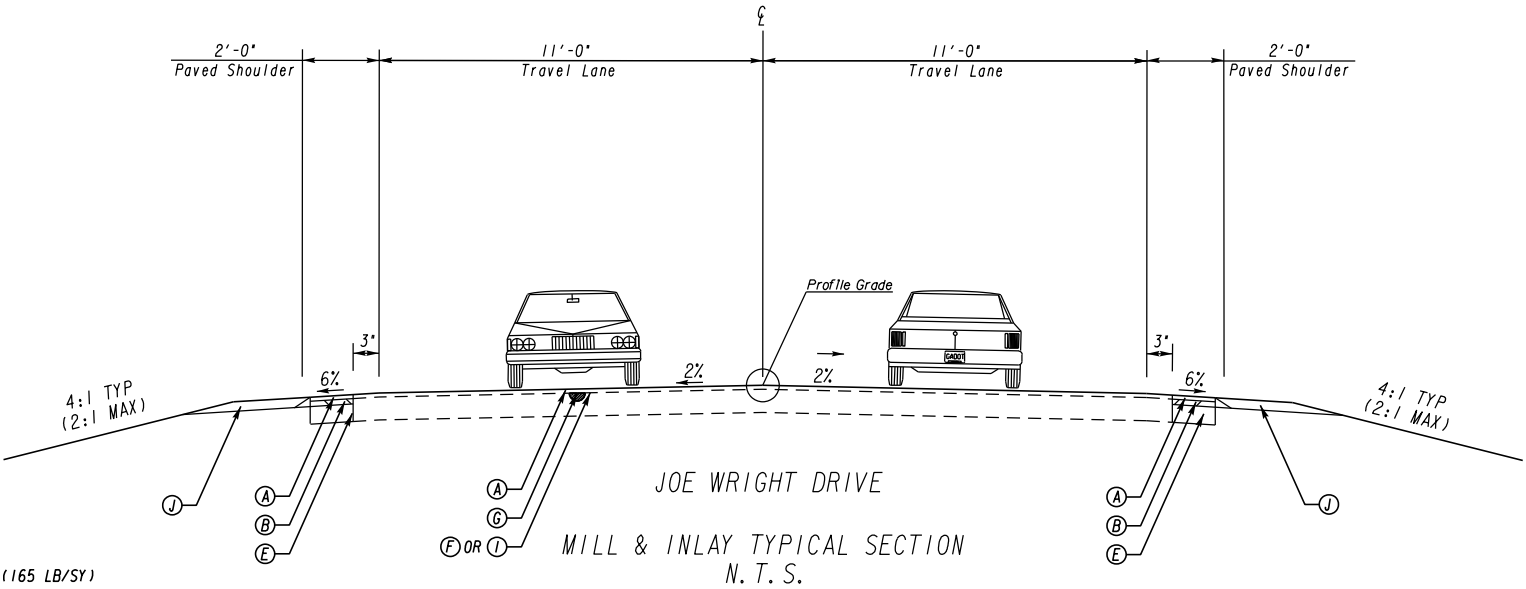
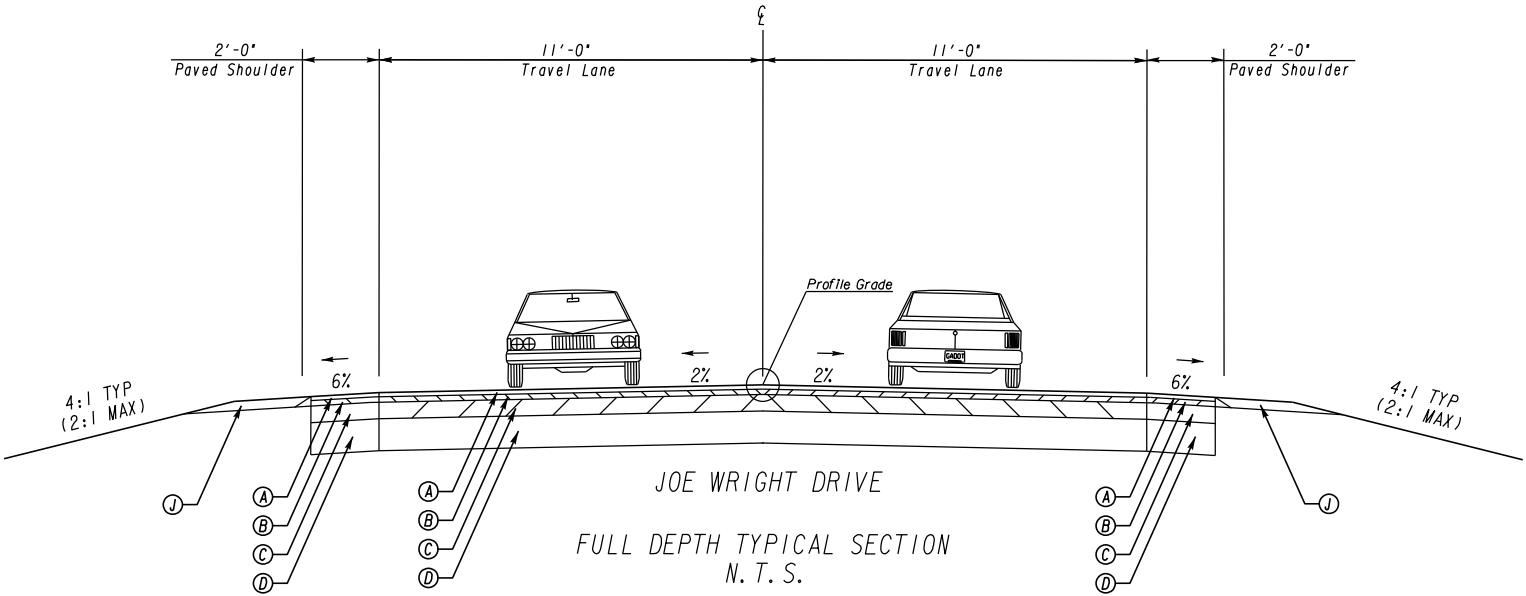
KCI

NOT TO SCALE

REVISION DATES		

TYPICAL SECTIONS			
SR7/US41 OVER CEDAR CREEK			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
05-0001



- (A) RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY. INCL BITUM MATL & H LIME (165 LB/SY)
- (B) RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (220 LB/SY)
- (C) RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (440 LB/SY)
- (D) GRADED AGGREGATE BASE CRS, 12". INCL MATL
- (E) GRADED AGGREGATE BASE CRS, 6". INCL MATL
- (F) RECYCLED ASPH CONC. LEVELING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- (G) RECYCLED ASPH CONC. PATCHING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- (H) INDENTATION SHOULDER RUMBLE STRIP - GROUND-IN-PLACE (SKIP)
- (I) MILL ASPH CONC. PVT, VARIABLE DEPTH
- (J) PAVEMENT EDGE TREATMENT

GD&T

PROGRAM DELIVERY

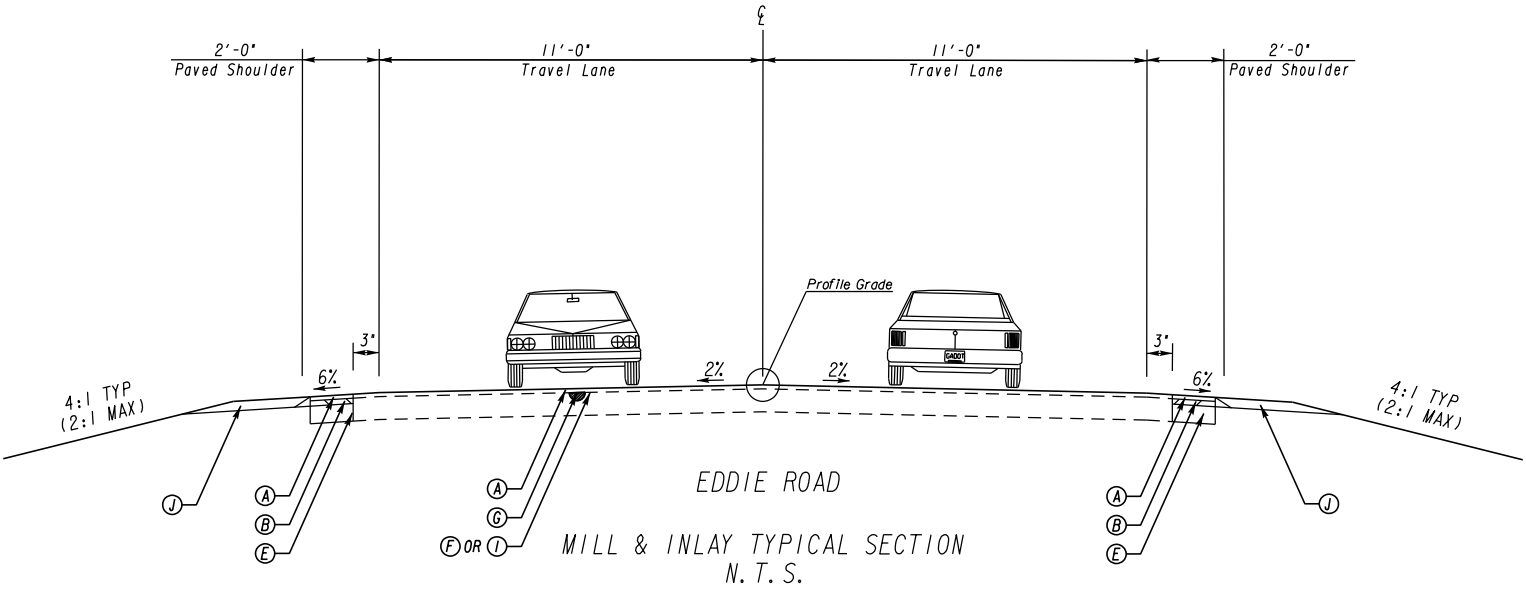
KCI

NOT TO SCALE

REVISION DATES		

TYPICAL SECTIONS			
SR7/US41 OVER CEDAR CREEK			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No.
05-0002



- A RECYCLED ASPH CONC. 12.5 mm SUPERPAVE, GP 2 ONLY. INCL BITUM MATL & H LIME (165 LB/SY)
- B RECYCLED ASPH CONC. 19 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (220 LB/SY)
- C RECYCLED ASPH CONC. 25 mm SUPERPAVE, GP 1 OR 2. INCL BITUM MATL & H LIME (440 LB/SY)
- D GRADED AGGREGATE BASE CRS, 12". INCL MATL
- E GRADED AGGREGATE BASE CRS, 6". INCL MATL
- F RECYCLED ASPH CONC. LEVELING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- G RECYCLED ASPH CONC. PATCHING, INCL BITUM MATL & H LIME - AS DIRECTED BY THE ENGINEER
- H INDENTATION SHOULDER RUMBLE STRIP - GROUND-IN-PLACE (SKIP)
- I MILL ASPH CONC. PVT, VARIABLE DEPTH
- J PAVEMENT EDGE TREATMENT

GDOT

PROGRAM DELIVERY

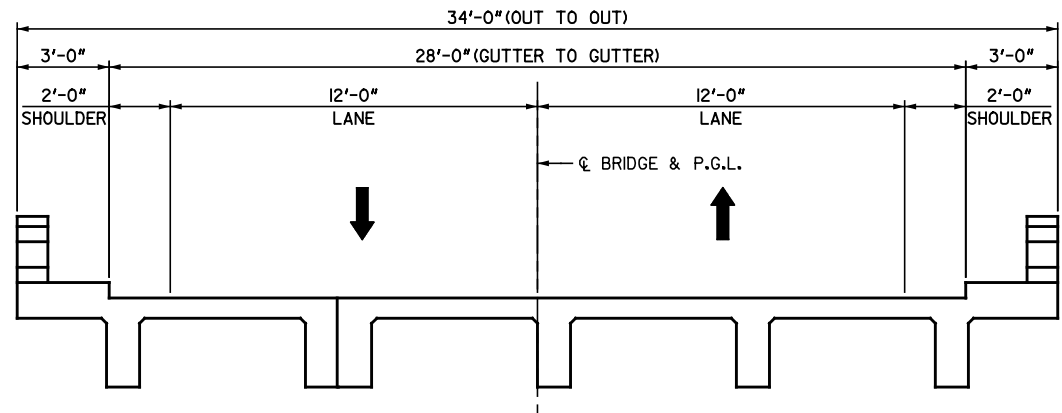
KCI

NOT TO SCALE

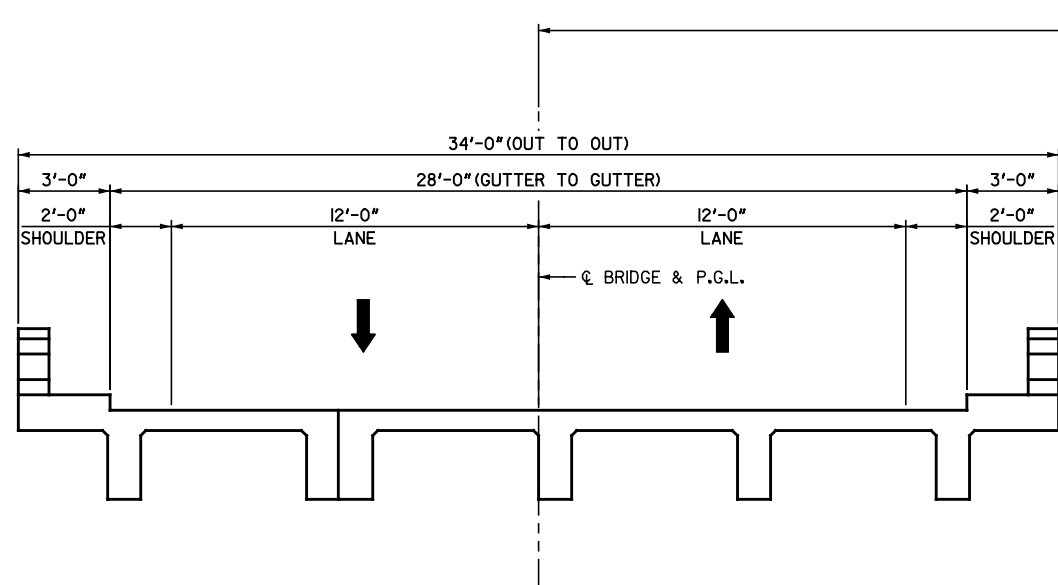
REVISION DATES		

TYPICAL SECTIONS			
SR7/US41 OVER CEDAR CREEK			
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

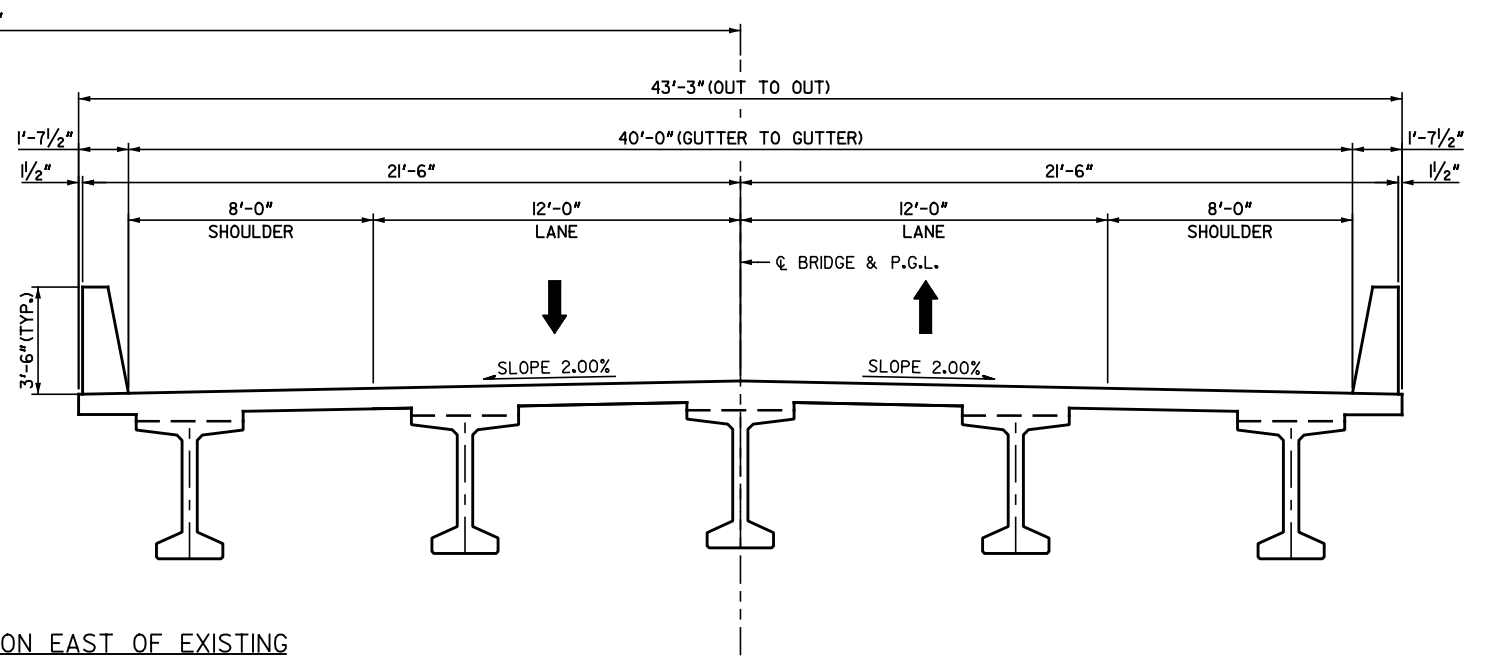
DRAWING No.
05-0003



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION EAST OF EXISTING



BRIDGE NO. 1

GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION-OFFICE OF BRIDGES AND STRUCTURES

TYPICAL SECTIONS
STATE ROUTE (SR) 7/UNITED STATES
HIGHWAY (US) 41 OVER CEDAR CREEK
CRISP 081-0001-0

SCALE: 1/2" = 1'-0" JUNE 2019

DRAWING NO.
X
BRIDGE SHEET
X

DESIGNED WLB
DRAWN DMD
CHECKED JCM
DESIGN GROUP X
REVIEWED X
APPROVED X

1 INCH WHEN PRINTED FULL SIZE

X.DGN

Interoffice Memo

FILE

PI NUMBER	0015540	PROJECT DESCRIPTION	SR 7/US 41 @ CEDAR CREEK 1.5 MI S OF CORDELE
OFFICE	Bridge Design/Program Delivery		
DATE	Friday, September 20, 2019		

From: Kimberly Nesbitt, State Program Delivery Administrator

To: Erik Rohde, P.E., State Project Review Engineer
via email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

Project Manager:	Scott Mann, GDOT Project Manager
Management Let Date:	7/15/2022
Management Right of Way Date:	4/15/2021

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Programmed Costs (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	\$1,900,000.00		\$2,445,184.32
RIGHT OF WAY	\$250,000.00		\$130,000.00
UTILITIES	\$50,000.00		

Explanation for Cost Increase and Contingency Justification:

Concept level cost estimate for concept report adjusted from planning level estimate. Concept team meeting held and design team updated costs based on preferred alternatives and comments from the meeting. RW Cost estimate received from GDOT approved estimator and included in the estimate. Additional comments received will be incorporated in the report.

Attachments:

Detailed Cost Estimate from CES, Right-of-Way Cost Estimate, Utility Cost Estimate, Mitigation Estimate

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	KCI Technologies
Printed Name:	Erick Fry
Title:	Regional Practice Leader
Signature:	Erick Fry, PE <small>Digitally signed by Erick Fry, PE DN: c=US, E=erick.fry@kci.com, CN=Erick Fry, PE Reason: I have reviewed this document Date: 2019.09.20 12:57:49-04'00'</small>
Date:	9/20/2019

[illegible]

JOB ESTIMATE REPORT

JOB NUMBER : 0015540 SPEC YEAR: 13
 DESCRIPTION: SR7/US41 OVER CEDAR CREEK CRISP COUNTY

ITEMS FOR JOB 0015540

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI 0015540	1.000	100000.00	100000.00
0010	150-5010		EA	TRAF CTRL,PORABLE IMPACT ATTN	2.000	9855.72	19711.44
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	84162.65	84162.65
0020	210-0100		LS	GRADING COMPLETE - PI 0015540	1.000	275000.00	275000.00
0025	310-1101		TN	GR AGGR BASE CRS, INCL MATL	3155.000	41.56	131148.90
0030	402-1812		TN	RECYL AC LEVELING,INC BM&HL	42.000	72.96	3064.40
0035	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	874.000	94.09	82241.24
0040	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	592.000	109.09	64581.69
0045	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	573.000	119.23	68321.17
0050	413-0750		GL	TACK COAT	616.000	3.03	1867.22
0055	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	1567.000	8.28	12975.14
0060	433-1000		SY	REINF CONC APPROACH SLAB	267.000	172.34	46016.77
0065	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	319.000	68.21	21761.25
0070	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	720.000	7.24	5213.93
0074	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	0.500	8674.51	4337.26
0080	620-0100		LF	TEMP BARRIER, METHOD NO. 1	500.000	33.69	16849.64
0090	634-1200		EA	RIGHT OF WAY MARKERS	13.000	135.10	1756.39
0095	641-1100		LF	GUARDRAIL, TP T	80.000	72.83	5826.87
0100	641-1200		LF	GUARDRAIL, TP W	550.000	20.67	11371.32
0110	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	4.000	3810.38	15241.52
0115	163-0232		AC	TEMPORARY GRASSING	0.765	487.41	372.87
0120	163-0240		TN	MULCH	7.229	338.46	2446.76
0125	163-0300		EA	CONSTRUCTION EXIT	2.000	1682.64	3365.29
0140	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	2328.000	0.89	2072.20
0150	165-0101		EA	MAINT OF CONST EXIT	2.000	405.37	810.74
0160	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	453.03	906.07
0165	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	1128.96	27095.09
0170	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	4656.000	4.58	21335.51
0175	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	500.000	3.17	1588.74
0180	700-6910		AC	PERMANENT GRASSING	1.530	1733.82	2652.75
0185	700-7000		TN	AGRICULTURAL LIME	4.820	267.16	1287.74
0190	700-8000		TN	FERTILIZER MIXED GRADE	1.620	770.27	1247.85
0195	700-8100		LB	FERTILIZER NITROGEN CONTENT	80.330	4.13	332.43
0200	716-2000		SY	EROSION CONTROL MATS, SLOPES	6134.000	1.77	10912.51
0285	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	6.000	23.02	138.15
0290	636-1036		SF	HWY SGN,TP1MAT,REFL SH TP 11	36.000	33.00	1188.00
0295	636-2070		LF	GALV STEEL POSTS, TP 7	134.000	8.71	1167.75
0300	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3640.000	0.83	3044.82
0305	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	3678.000	0.84	3118.54

0310	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	58.000	7.87	456.60
0315	654-1001	EA	RAISED PVMT MARKERS TP 1	74.000	6.37	471.84
0320	657-1085	LF	PRF PL SD PVT MKG,8,B/W,TP PB	300.000	7.96	2388.13
0325	657-6085	LF	PRF PL SD PVMT MKG,8,B/Y,TPPB	300.000	7.83	2351.67
0330	540-1101	LS	REM OF EX BR, STA NO - PI 0015540-LS \$45/SF	1.000	137700.00	137700.00
0335	543-9000	LS	CONSTR OF BRIDGE COMPLETE - PI 0015540-LS \$120/SF	1.000	778500.00	778500.00
0340	441-0303	EA	CONC SPILLWAY, TP 3	4.000	2377.24	9508.99
0345	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24	100.000	89.41	8941.06
0350	603-7000	SY	PLASTIC FILTER FABRIC	100.000	4.71	471.83
ITEM TOTAL						1997322.72
INFLATED ITEM TOTAL						1997322.73
TOTALS FOR JOB 0015540						
ESTIMATED COST:						1997322.73
CONTINGENCY PERCENT (0.0):						0.00
ESTIMATED TOTAL:						1997322.73

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/20/2019 Project: Bridge Replacement
Revised: 7/22/2019 County: Crisp
(Preferred) PI: 15540
Description: Bridge Replacement on SR 7/US 41 in Crisp County over Cedar Creek
Project Termini:

Existing ROW: Varies
Required ROW: Varies
Parcels: 5

Land and Improvements \$4,394.48

Proximity Damage \$0.00
Consequential Damage \$0.00
Cost to Cures \$0.00
Trade Fixtures \$0.00
Improvements \$0.00

Valuation Services \$23,750.00

Legal Services \$40,875.00

Relocation \$15,000.00

Demolition \$0.00

Administrative \$45,000.00

TOTAL ESTIMATED COSTS \$129,019.48

TOTAL ESTIMATED COSTS (ROUNDED) \$130,000.00

Prepared By:

Print Name Signature

Date 7/22/19

Cost Estimation Supervisor:

Print Name Signature

Date 7/22/19

Print Name Signature

Date 8/27/19

NOTE: Supervisor is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments: Affected Properties (2) Industrial (1) Residential (2) Agriculture

*There is a number of .0048 behind the residential acres but .0048 rounds to zero. However, the number is still calculated as seen in the \$43.20 dollar amount

From: Westberry, Lisa <lwestberry@dot.ga.gov>
Sent: Thursday, July 18, 2019 9:39 AM
To: Mann, Scott; Holly Painter
Subject: RE: 0015540 Updated Mitigation & Supporting Info

Good morning,

Please accept this as my approval of the mitigation cost estimate for the subject project; however, you will only need to provide one cost estimate for the concept report. Based on that, I would go with the worst case estimate.

Thank you, Lisa

From: Mann, Scott
Sent: Wednesday, July 17, 2019 7:58 PM
To: Westberry, Lisa
Subject: FW: 0015540 Updated Mitigation & Supporting Info

Lisa,
Please review and provide your approval or comments. Thanks

Sincerely,

Scott F. Mann, PMP
Consultant Project Manager



Office of Program Delivery
600 West Peachtree St, 25th Floor
Atlanta, GA 30308
Direct: (770) 702-7033
E-mail: smann@dot.ga.gov

From: Holly Painter <Holly.Painter@kci.com>
Sent: Thursday, July 11, 2019 10:43 AM
To: Mann, Scott <smann@dot.ga.gov>
Cc: Erick Fry <Erick.Fry@kci.com>; Peterfreund, Anna B. <Anna.Peterfreund@acp-ga.com>
Subject: [EXTERNAL]0015540 Updated Mitigation & Supporting Info

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott –

Please see the draft 404 mitigation cost estimates for PI 0015540 for you to send to Lisa Westberry for approval. A summary of the assumptions is below. Let us know if you need anything else. Thank you!

Wetland (East alignment only)= 0.06 ac = 0.22 grandfather credits owed x \$5000/credit = **\$1,100**

Stream = (East alignment only) = 51' = 459 grandfather credits owed x \$104.50/credit = **\$47,965**

(Center alignment only) = 17' = 153 grandfather credits owed x \$104.50/credit = **\$15,988**

(West alignment only) = 52' = 468 grandfather credits owed x \$104.50/credit = **\$48,906**

Holly Painter, P.E.

Project Manager

KCI TECHNOLOGIES INC.

o: 470-286-1207 c: 850-341-0905 f: 678-990-6222

From: Rosenblatt, Edward <ERosenblatt@acp-fl.com>

Sent: Thursday, July 11, 2019 10:30 AM

To: Holly Painter <Holly.Painter@kci.com>; Peterfreund, Anna B. <Anna.Peterfreund@acp-ga.com>

Cc: Gaines, Steven <SGaines@acp-ga.com>

Subject: RE: 0015563 Updated Mitigation & Supporting Info

Holly,

Apologize for the delay we just discussing these sheets. Here are the most recent mitigation spreadsheets. Let me know if you need anything else.

Thanks

Brad Rosenblatt

American Consulting Professionals, LLC

4489 Woodbine Road | Pace, FL 32571

850.289.1003 (D) | 850.377.0576 (M) | ERosenblatt@acp-fl.com | acp-americas.com


Hands-free cell phone use is the law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. There are many facets to the law. For details, visit <https://www.gahighwaysafety.org/highway-safety/hands-free-law/>



Interoffice Memo

FILE

Project No: N/A Office: Tifton
County: CRISP Date: 9/25/19
P.I. #: 0015540
Description: SR 7/US 41 @ CEDAR CREEK 1.5 MI S OF CORDELE

FROM  K6
Stacy Aultman, District Utilities Engineer

TO Scott Mann, Project Manager VIA-Email

SUBJECT PRELIMINARY UTILITY COST ESTIMATE PREFEERED ALT BRIDGE TO EAST

A review of utilities located on the above referenced project has been conducted without a design concept.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
City of Cordele Gas **	\$0.00	\$43,200	Site Visit / Available Drawings
Water ??? **	\$0.00	\$78,000.00	Site Visit / Available Drawings
Citizens Telephone	\$0.00	\$18,000.00	Site Visit / Available Drawings
Crisp Co Power Commission	\$0.00	\$17,000.00	Site Visit / Available Drawings
Mediacom	\$0.00	\$0.00	Site Visit / Available Drawings
Southern Fiber Worx	\$0.00	\$13,500.00	Site Visit / Available Drawings
Uniti fiber	\$0.00	\$8,000.00	Site Visit / Available Drawings
Bellsouth	\$0.00	\$8,000.00	Site Visit / Available Drawings
Total 100.00%	\$ 0.00	\$185,700.00	
Department Responsibility 100.00%	\$0.00		
Local Sponsor Responsibility 0.00%			PFA Dated N/A

Update All

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.


If additional information is needed, please contact Kyle Griffin at 229-391-5446.

cc: Eric Fry, Designer
Patrick Allen, P.E., State Utilities Office
Yulonda Pride-Foster, State Utilities Preconstruction Engineer
Tim Warren, P.E., District Preconstruction Engineer

Concept Utility Report

Project Number: N/A

District: 4

County: Crisp

Prepared by: Kyle Griffin

PI: 0015540

Date: September 25, 2019

Project Description: SR 7/US 41 @ CEDAR CREEK 1.5 MI S OF CORDELE

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? ☐ Yes ☒ No

Level:

Public Interest Determination (PID): No Use

Is a separate utility funding phase recommended? ☐ Yes ☒ No

Potential Project (Schedule/Budget) Impacts: None

Capital Improvement Projects (Utilities) Anticipated in the Area: ☐ Yes ☒ No

Project Specific Recommendations for Avoidance/Mitigation:

Right of Way Coordination: GDOT

Environmental Coordination:

Additional Remarks:

Concept Utility Report

Utilities have facilities within the project limits.

Utilities have been located using Georgia811 and/or field visits.

Add Row	Del Row	Existing Facilities/ Appurtenances	Approximate Limits (Station/Offset)	Reimbursable cost (est.)	Non-reimbursable cost (est.)	Facilities to Avoid (Station/Offset)	Facility Retention Recommended	Comments
+	-	City of Cordele Gas			\$43,200.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	City of Cordele Water			\$78,000.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Citizens Telephone			\$18,000.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Crisp Co Power Commission			\$17,000.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Mediacom			\$0.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Southern Fiber Worx			\$13,500.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Uniti Fiber			\$8,000.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	
+	-	Bellsouth			\$8,000.00		<input type="radio"/> Yes <input checked="" type="radio"/> No	



Interoffice Memo

FILE: Crisp County
P.I. # 0015540

DATE: September 6, 2019

FROM: Paul Tanner, State Transportation Planning Administrator

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Scott Mann

SUBJECT: **Reviewed** Traffic Data Report for SR 7/US 41 @ Cedar Creek 1.5 Miles south of Cordele

Per request, we have reviewed the consultant's design traffic forecast for the above project. Based on the information furnished, we find the design traffic forecast to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecast for the above project is attached.

If you have any questions concerning this information please contact Andre Washington at 404-631-1925.

Keith McCage
HNTB
Design Traffic Consultant to GDOT
404-946-5731

RPT/KAM

MEMORANDUM

To: Georgia Department of Transportation, Office of Planning

From: Charles R. Bailey, P.E., Traffic / ITS Lead, KCI Technologies, Inc.

CC: Scott Mann, Project Manager, GDOT Office of Program Delivery
Erick Fry, P.E., Consultant Project Manager, KCI Technologies, Inc.
Holly Painter, P.E., Consultant Deputy Project Manager, KCI Technologies, Inc.

Date: August 29, 2019

Subject: Traffic Assignments for GDOT Project No. PI# 0015540
SR 7/US 41 @ Cedar Creek 1.5 Miles south of Cordele in Crisp County

KCI Technology is furnishing Traffic Assignment for the above project as follow:

Bridge – ID 081-0001-0

FORECASTED VALUES FOR SR 7/US 41, SOUTH OF BRIDGE OVER CEDAR CREEK

Build = No Build	2019 (Existing Year)	2024 (Base Year)	2026 (Base Year + 2)	2044 (Design Year)	2046 (Design Year + 2)
AADT	4,150	4,350	4,450	5,325	5,425
DHV (AM/PM)	495/385	520/405	530/415	635/495	650/505
K% (AM/PM)	12.0% / 9.5%	Same as Existing Year			
D% (AM/PM)	52.5% (NB) / 56.0% (NB)				
24 HR. T% - S.U.	9.0%				
24 HR. T% - COMB.	4.0%				
24 HR. T% - TOTAL	13.0%				
T% - S.U. (AM/PM)	7.0% / 9.5%				
T% - COMB. (AM/PM)	3.5% / 3.5%				
T% - TOTAL (AM/PM)	10.5% / 13.0%				

If you have any questions concerning this information, please contact Chuck Bailey at 770-718-8207 or charles.bailey@KCI.com.

GDOT PI # (or N/A): Request By:

County: GDOT District:

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2019	Existing Data Year
2024	Project Opening Year
2044	Project Design Year

2019 Existing Year Volumes

Existing Data Year				0 (0) [4150]				Annual Growth Rate: <div>1.0%</div>			
Project Opening Year				<div><div>(0)</div><div>(0)</div><div>(0)</div><div>(0)</div></div>				K Factor*: <div>10%</div>			
Project Design Year				<div>000</div>							
EB Eddie Road				<div><div>Peds</div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> <div><div></div></div> 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GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 7/US 41 @ Eddie Road

GDOT PI # (or N/A): 0015540

County: Crisp

Requested By: Program Delivery

GDOT District: 4 - Tifton

Prepared By: KCI

Area Type: Rural

Analyst: Antweiler

Existing Intersection Control: Conventional (Minor Stop)

Date: 9/20/2019

Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	4,150	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.00	0.00
2044 Design Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2044 Design Yr Peak Hour Intersection V/C:	0.00	0.00

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Data: Enter most recent 5 years of crash data	Crash Severity		
	PDO	Injury Crash*	Fatal Crash*
Angle	0	0	0
Head-On	0	0	0
Rear End	1	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	1	1	0
TOTALS:	2	1	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):

Bridge replacement project includes intersection within project limits; project will maintain side-street stop-control

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Andrew Antweiler, PE

Date: 9/20/2019

Title: Consultant Traffic Engineer

APPROVED BY:

Date: 10/2/19

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

GDOT PI # (or N/A): Request By:

County: GDOT District:

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2019	Existing Data Year
2024	Project Opening Year
2044	Project Design Year

2019 Existing Year Volumes

Project Opening Year				Annual Growth Rate: <div>1.0%</div>			
Project Design Year				K Factor*: <div>10%</div>			
0 (0) [2825]							
<div><div>(0)</div><div>(0)</div><div>(0)</div><div>(0)</div></div>				<div>SB SR 7/US</div> <div>41</div>			
EB Joe Wright St				WB Joe Wright St			
<div><div>Peds</div><div>↕</div><div>↖</div><div>↘</div><div>↖</div><div>↘</div><div>Peds</div></div>				<div><div>Peds</div><div>↖</div><div>↘</div><div>↖</div><div>↘</div><div>Peds</div></div>			
<div><div>(0)</div><div>0</div><div>↖</div><div>↘</div><div>(0)</div><div>0</div><div>↖</div><div>↘</div><div>(0)</div><div>0</div><div>↖</div><div>↘</div><div>(0)</div><div>0</div><div>↖</div><div>↘</div></div>				<div><div>2019 Intersection Daily Entering Volume (est): 4,163</div><div>↖</div><div>↘</div><div>↖</div><div>↘</div></div>			
<div><div>0 (0) [0]</div><div>0 (0) [0]</div></div>				<div><div>0 (0) [0]</div><div>0 (0) [0]</div></div>			
<div><div>WB SR 7/US</div><div>41</div></div>				<div><div>0</div><div>0</div><div>0</div><div>0</div><div>(0)</div><div>(0)</div><div>(0)</div><div>(0)</div></div>			
0 (0) [4150]							
Approach Splits: SR 7/US 41 - 0.83 / Joe Wright St - 0.17							

GDOT PI #		0015540		<p>Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2</p> <p>1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?</p>						
Project Location:		SR 7/US 41 @ Joe Wright St								
Existing Control:		Conventional (Minor Stop)								
Prepared by:		KCI								
Date:		9/20/2019		<p>Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column</p>						
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>										
Unsignalized Intersections	Conventional (Minor Stop)		Yes	Yes	No	Yes	Yes	Yes	No	Existing Condition
	Conventional (All-Way Stop)		No	No	No	No	No	No	No	Does not meet warrants; high speed road
	Mini Roundabout		No	No	No	No	No	No	No	Not appropriate for high speed road
	Single Lane Roundabout		No	Yes	Yes	Yes	No	No	No	Low turning volumes does not support RAB cost
	Multilane Roundabout		No	No	No	No	No	No	No	Volume does not require a multilane RAB
	RCUT (stop control)		No	No	No	No	No	No	No	Limits traffic movements on two-lane road
	RIRO w/down stream U-Turn		No	No	No	No	No	No	No	Limits traffic movements on two-lane road
	High-T (unsignalized)		No	No	No	No	No	No	No	Low volumes do not require alternative control
	Offset-T Intersections		No	No	No	No	No	No	No	T-intersection
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)		No	No	No	No	No	No	No	Not an interchange
	Add one LT Lane on SR 7/US 41 No RT Lane Improvements		Yes	Yes	No	Yes	Yes	Yes	Yes	Proposed Condition - side-street stop control
	Other unsignalized (provide description):		No	No	No	No	No	No	No	n/a
	Signalized Intersections	Traffic Signal		No	No	No	No	No	No	No
Median U-Turn (Indirect Left)		No	No	No	No	No	No	No	Does not meet warrants	
RCUT (signalized)		No	No	No	No	No	No	No	Does not meet warrants	
Displaced Left Turn (CFI)		No	No	No	No	No	No	No	Does not meet warrants	
Continuous Green-T		No	No	No	No	No	No	No	Does not meet warrants	
Jughandle		No	No	No	No	No	No	No	Does not meet warrants	
Quadrant Roadway		No	No	No	No	No	No	No	Does not meet warrants	
Diamond Interch (Signal Control)		No	No	No	No	No	No	No	Does not meet warrants	
Diverging Diamond		No	No	No	No	No	No	No	Does not meet warrants	
Single Point Interchange		No	No	No	No	No	No	No	Does not meet warrants	
No LT Lane Improvements		No	No	No	No	No	No	No	n/a	
No RT Lane Improvements		No	No	No	No	No	No	No	n/a	
Other Signalized (provide description):		No	No	No	No	No	No	No	n/a	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 1

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Project Information:

Location: SR 7/US 41 @ Joe Wright St

GDOT PI # (or N/A): 0015540

County: Crisp

Requested By: Program Delivery

GDOT District: 4 - Tifton

Prepared By: KCI

Area Type: Rural

Analyst: Antweiler

Existing Intersection Control: Conventional (Minor Stop)

Date: 9/20/2019

Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	4,150	
Existing Avg Daily Traffic (Minor Street):	1,350	
Analysis Period:	AM Peak	PM Peak
2024 Opening Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2024 Opening Yr Peak Hour Intersection V/C:	0.00	0.00
2044 Design Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2044 Design Yr Peak Hour Intersection V/C:	0.00	0.00

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Data: Enter most recent 5 years of crash data	Crash Severity		
	PDO	Injury Crash*	Fatal Crash*
Angle	0	1	0
Head-On	0	0	0
Rear End	0	3	0
Sideswipe - same	0	1	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	3	2	0
TOTALS:	3	7	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):

Bridge replacement project includes intersection within project limits; project will maintain side-street stop-control, add one NB mainline left-turn lane, and reduce intersection skew angle

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Andrew Antweiler, PE

Date: 9/20/2019

Title: Consultant Traffic Engineer

APPROVED BY: 

Date: 10/2/19

Name: Andrew Heath, P.E.

Chief Engineer or (Approved Delegate)

Georgia Department of Transportation Bridge Inventory Data Listing

Processed Date:Jun-12-2019 15:29:40 PM

Parameters: Bridge Serial Number

Bridge Serial Number: 081-0001-0

County: Crisp

SUFF. RATING: 61.1

Location & Geography

Structure ID: 081-0001-0

200 Bridge Information: 06

*6 Feature Intersected: CEDAR CREEK

*7A Route Number Carried: SR00007

*7B Facility Carried: US 41 / SR7

9 Location: 1.5 MILE SOUTH OF CORDELE

2 GDOT District: 4841400000 - D4 District Four Tifton

*91 Inspection Frequency: 24 Date: Aug-03-2017

92A Fracture Critical Insp. Freq: 0 Date: Feb-01-1901

92B Underwater Insp Freq: 0 Date: Feb-01-1901

92C Other Spc. Insp Freq: 0 Date: Feb-01-1901

* 4 Place Code: 00000

*5A Inventory Route(O/U): 1

5B Route Type: 2 - U.S. Numbered

5C Service Designation: 1- Mainline

5D Route Number: 00041

5E Directional Suffix: 0. Not applicable

*16 Latitude: 31 - 55.8630

*17 Longitude: 83 - 46.6824

98A Border Bridge: 0 98B: GA% 00

99 ID Number: 000000000000000

*100 STRAHNET: 0- The Feature is not a STRAHNET route.

12 Base Highway Network: Yes

13A LRS Inventory Route: 811000700

13B Sub Inventory Route: 0

101 Parallel Structure: N. No parallel structure exists

*102 Direction of Traffic: 2- Two Way

*264 Road Inventory Mile Post: 9.85

*208 Inspection Area: Area 11

*104 Highway System: 1-Inventory Route is on the NHS

*26 Functional Classification: 14- Urban - Other Principal Arterial

*204A Federal Route Type: F - Primary.

*204B Federal Route Number: 00012

105 Federal Lands Highway: 0. Not applicable

*110 Truck Route: 0- The Feature is not part of the National Network for Trucks

217 Benchmark Elevation: 0000.00

* Location ID No: 081-00007D-010.07N

218 Datum:

0- Not Applicable

*19 Bypass Length: 7

*20 Toll: 3- On a Free Road or Non-Highway

*21 Maintenance Responsibility: 01-State Highway Agency.

*22 Owner: 01-State Highway Agency.

*31 Design Load: 2- H 15

37 Historical Significance: 5- Not eligible for the National Register of Historic Places

205 Congressional District: 002

27 Year Constructed: 1928

106 Year Reconstructed: 1955

33 Bridge Median: 0-None

34 Skew: 0

35 Structure Flared: No

38 Navigation Control: 0- Navigation is not controlled by an Agency

213 Special Steel Design: 0- Not applicable or other

267A Type Paint Super Structure: 0- Not Applicable. Year : 0000

267B Type Paint Sub Structure: 0- Not Applicable Year : 0000

*42A Type of Service On: 1-Highway

*42B Type of Service Under: 5-Waterway

214A Movable Bridge: 0

214B Operator on Duty: 0

203 Type Bridge: 0 - Multiple combinations (be sure the different types are on file).
O. Concrete O. Concrete O. Concrete

259 Pile Encasement: 3

*43A Structure Type Main material: 1-Concrete

*43B Structure Type Main Type: 4-Tee Beam

45 Number of Main Spans: 3

44 Structure Type Approach: A:0- Other B: 0- Other

46 Number of Approach Spans: 0

226 Bridge Curve: A: Vertical: NoB: Horizontal: No

111 Pier Protection: N - Navigation Control item coded 0, or Feature not a waterway

107 Deck Structure Type: 1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars

108A Wearing Surface Type: 6. Bituminous

108B Membrane Type: 0. None

108C Deck Protection: 8. Unknown

265 Underwater Inspection Area: 0

Signs & Attachments

225 Expansion Joint Type: 02- Open or sealed concrete joint (silicone sealant).

242 Deck Drains: 1- Open Scuppers.

243A Parapet Location: 0- None present.

243B Parapet Height: 0.00

243C Parapet Width: 0.00

238A Curb Height: 1.1

238B Curb Material: 1- Concrete.

239A Handrail Left: 1- Concrete.

239B Handrail Right: 1- Concrete.

*240 Median Barrier Rail: 0- None.

241A Bridge Median Height: 0

241B Bridge Median Width: 0

*230A Guardrail Location Direction Rear: 3- Both sides.

*230B Guardrail Location Direction Fwd: 3- Both sides.

*230C Guardrail Location Opposing Rear: 0- None.

*230D Guardrail Location Opposing Fwd: 0- None.

244 Approach Slab: 3- Forward and Rear.

224 Retaining Wall: 0- None.

233 Posted Speed Limit: 55

236 Warning Sign: Yes

234 Delineator: Yes

235 Hazard Boards: Yes

237A Gas: 00- Not Applicable

237B Water: 00- Not Applicable

237C Electric: 00- Not Applicable

237D Telephone: 22- Bottom Right.

237E Sewer: 00- Not Applicable

247A Lighting: Street: No

247B Navigation: No

247C Aerial: No

*248 County Continuity No.: 05

36A Bridge Railings: 2- Inspected feature meets acceptable construction date standards.

36B Transition: 2- Inspected feature meets acceptable construction date standards.

36C Approach Guardrail: 2- Inspected feature meets acceptable construction date standards.

36D Approach Guardrail Ends: 2- Inspected feature meets acceptable construction date standards.

Georgia Department of Transportation

Bridge Inventory Data Listing

Processed Date:Jun-12-2019 15:29:40 PM

Bridge Serial Number: 081-0001-0

County: Crisp

SUFF. RATING: 61.1

Programming Data

201 Project Number: BA (3) 1799-A (3)
 202 Plans Available: 4- Plans in Infolmage/GAMS
 249 Proposed Project Number: 000000000000000000000000
 250A Reconstruction Approval Status: No
 250B Route Approval Status: No
 250C Approval Status Definition: 0
 250D Approval Status Federal: 0
 251Project Identification Number: 0015540
 252 Contract Date: Feb-01-1901
 260 Seismic Number: 00000
 75A Type Work Proposed: 34- Widening with deck rehabilitation or replacement
 75B Work Done by: 1- Work to be done by contract
 94 Bridge Improvement Cost:(X\$1,000) \$352
 95 Roadway Improvement Cost: (X\$1,000) \$35
 96 Total Improvement Cost: (X\$1,000) \$527
 76 Improvement Length: 1410'
 97 Year Improvement Cost Based On: 2013
 114 Future AADT: 4815
 115 Future AADT Year: 2032

Measurements:

*29 AADT: 3210
 *30 AADT Year: 2012
 109 % Truck Traffic: 1
 *28A Lanes On: 2
 *28B Lanes Under: 0
 210A Tracks On: 00
 210B Tracks Under: 0
 *48 Maximum Span Length: 30
 *49 Structure Length: 90
 51 Bridge Roadway Width: 27.8'
 52 Deck Width: 34'
 *47 Total Horizontal Clearance: 27.8'
 50A Curb / Sidewalk Width Left: 2
 50B Curb / Sidewalk Width Right: 2
 32 Approach Rdwy. Width: 24'
***229 Approach Roadway**
Rear Shoulder Left: Width: 7 Right Width:7 Type: 8 - Grass (Dirt).
Fwd Shoulder: Left Width: 7 Right Width:7 Type: 8 - Grass (Dirt).
Rear Pavement: Width: 24 Type:2- Asphalt.
Forward Pavement: Width: 24 Type:2- Asphalt.
Intersection Rear: 0 Forward:1

Ratings and Posting

65 Inventory Rating Method: 1-Load Factor (LF)
 63 Operating Rating Method: 1-Load Factor (LF)
 66A Inventory Type: 2 - HS loading.
 66B Inventory Rating: 29
 64A Operating Type: 2 - HS loading.
 64B Operating Rating: 49
231Calculated Loads **Posting Required**
231A H-Modified: 21 No
231B Type3/Tandem: 26 No
231C Timber: 37 No
231D HS-Modified: 30 No
231E Type 3S2: 40 No
231F Piggyback: 40 No
 261 H Inventory Rating: 22
 262 H Operating Rating: 36
 67 Structural Evaluation: 5
 58 Deck Condition: 6 - Satisfactory Condition
 59 Superstructure Condition: 7 - Good Condition
 * 227 Collision Damage:
 60A Substructure Condition: 5 - Fair Condition
 60B Scour Condition: 7 - Good Condition
 60C Underwater Condition: N - Not Applicable
 71 Waterway Adequacy: 8-Equal to present desirable criteria.
 61 Channel Protection Cond.: 8-Equal to present desirable criteria.
 68 Deck Geometry: 4
 69 UnderClr. Horz/Vert: N
 72 Approach Alignment: 6-Minor reduction of vehicle operating speed required.
 62 Culvert: N - Not Applicable
 70 Bridge Posting Required: 5. Equal to or above legal loads
 41 Struct Open, Posted, CL: A. Open, no restriction
 * 103 Temporary Structure: No
232 Posted Loads
232A H-Modified: 00
232B Type3/Tandem: 00
232C Timber: 00
232D HS-Modified: 00
232E Type 3s2: 00
232F Piggyback: 00
 253 Notification Date: Feb-01-1901
 258 Federal Notify Date: Feb-01-1901

Hydraulic Data

113 Scour Critical: U, No Load Rating; no scour critical data entered.
 216A Water Depth: 0.8
 216B Bridge Height: 14.0
 222 Slope Protection: 0
 221A Spur Dike Rear:
 221B Spur Dike Fwd:
 219 Fender System: 0- None.
 220 Dolphin:
 223A Culvert Cover: 000
 223B Culvert Type: 0- Not Applicable
 223C Number of Barrels: 0
 223D Barrel Width: 0
 223E Barrel Height: 0
 223F Culvert Length: 0
 223G Culvert Apron: 0
 39 Navigation Vertical Clearance: 0'
 40 Navigation Horizontal Clearance: 0
 116 Navigation Vertical Clear Closed: 0



ISO 9001:2015 CERTIFIED

ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

2160 Satellite Boulevard, Suite 130 • Duluth, GA 30097 • Phone 678-990-6200 • Fax 678-990-6222

PI No. 0015540, Crisp County – SR 7/US 41 @ Cedar Creek

Project Concept Team Meeting

District 4 Bridge Office Training Center

110 GA HWY 125 South

Tifton, GA 31794

July 1, 2019, 10:00 AM

--MINUTES--

Attendees:

- See Sign-in Sheet
- Carol Kalafut, GDOT bridge (on phone)
- Angie Clark, GDOT bridge (on phone)
- Rachel Rosenstein, GDOT NEPA (on phone)
- Brittany Potter, HNTB

Meeting Purpose: The purpose of this meeting was to have the project concept team meeting with District 4

Introductions: Project Team, County/City Representatives, and GDOT D4.

Comments per section:

Existing conditions, page 2:

- Update the spelling for "telephone"
- NOTE: proposed utilities will not be allowed on the new bridge per GDOT manual

Project Traffic, page 3:

- Add date the memo was approved from GDOT

Description of Proposed Project, page 3:

- Remove sentence "The existing bridge (ID.....)" and the information about the existing ROW.

Utility Involvement, page 5:

- ATT is actually Bell South
- City of Cordele – delete sewer

Right-of-Way, page 5:

- Existing Width is 100'. GDOT sending old plans
- Verify the number of affected parcels

History, page 7:

Employee-Owned Since 1988

- Update the approximate number of resources

Archaeology, page 7:

- Update report type. Submitted after concept team meeting

Public Involvement, page 7:

- Update information on the PIOH. No public involvement is anticipated due to not having a detour.

Project Meeting, page 7:

- Add Concept Meeting to the meetings. Remove kick-off meeting

Estimates, page 8:

- Update costs with new ROW, mitigation and utility estimates

Alternatives Discussion, page 8:

- Update costs and remove note for ROW estimate by Designer
- Alternative 2: environmental not environment. Add note regarding utility impacts more on the west side.
- Carol to check on whether we need to include a temporary bridge as an alternative

Attachments, page 9:

- Remove 1 b and c
- Update 3c, d, e
- Update 4 with report
- Update 5 with approved memo
- Add minutes for concept meeting under 8
- Remove 9
- Remove 10 d, e, f and h

Attachment – Preferred Layout

- Make sure we don't need early coordination with "The Scruggs Company".
- Should parcel 3 be counted as a business in the parcel and impacts section?
- Revise intersection skew angles to 90 degree per GDOT standards. Possible design variance in these locations due to existing skew being greater than 75 degrees.
- City of Cordele/Crisp County local authorities (public works director) made a comment that there are a number of accidents at the intersection of US 41 and Joe Wright Drive because of the skew of the intersection and the flashing yellow. To be added in the comments for the preferred alternative
- Add OBF to alternatives if we get through Resource ID before Concept Report is finalized.

PT 00 15540 Crisp County Sign-In 7-1-

Name Company/Agency e mail

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Detour Map SR7/US41 @ Cedar Creek

PI 0015540
Crisp County
June 14, 2019

